

# NIGHT EDITION

The



World

# BASEBALL and RACING

PRICE ONE CENT.

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# GIANTS LOSE FIGHT FOR ANOTHER UMPIRE

## FURSMAN AND PHILBIN ROW.

Owing to a mysterious quarrel between District-Attorney Philbin and Justice Furman, of the Supreme Court, there has been another adjournment of the Myles McDonnell case.

The two men had a war of words in Justice Furman's rooms this morning, after which the Justice went away, apparently much perturbed.

It is understood that Mr. Philbin learned this morning early that Justice Furman intended to dismiss the case against McDonnell as soon as court might be called.

He is said to have called on the Justice and asked him if it was true. Mr. Philbin was told, the story goes, that it was.

When court was opened Mr. Philbin asked for an adjournment.

"I think it is only right that we should have an adjournment at this time," he said.

Mysterious Quarrel Between the District-Attorney and Justice at the McDonnell Trial.

"It Is Obvious Why I Want an Adjournment," Said Mr. Philbin to the Newspaper Reporters.

"If you desire it," said Justice Furman, "the case will go over until to-morrow morning."

This unusual proceeding caused the utmost astonishment in the courtroom, as Justice Furman has all along said that he wanted the case expedited.

The reporters were curious, of course, but kept their seats as the Justice left the room. Mr. Philbin then turned to them and said:

"I think it is obvious to you why I want an adjournment in this case."

He would say nothing else to the young men who crowded around him and pressed for an explanation.

Hastily brushing the inquirers aside he followed Justice Furman to the private chambers of the latter.

The Quarrel.

No time was lost in coming to a loud conversation.

The two men, usually so quiet and dignified, allowed their tempers to rise and the sound of their voices could be heard by those outside.

After a short time Mr. Philbin came out. His face was flushed and he was plainly very angry.

Without a word to anybody he

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Cincinnati Team Insisted on Behle, and Davis's Men Had to Consent or Forfeit the Game.

## NEW YORK WINS

SCORE BY INNINGS

NEW YORK	0	0	0	0	0	0	1	0	1	3
CINCINNATI	0	0	0	0	0	0	0	0	0	0

At Pittsburg—End of twelfth—Boston, Or Pittsburg, 1.

## YACHT RACE CALLED OFF, NONE BEING ABLE TO FINISH

BATEMAN'S POINT, July 10.—The yacht race was called off to-day, none of the three competitors being able to finish within the time limit of six hours.

## AMERICAN LEAGUE GAMES.

Washington—End of first—Baltimore, 2; Wash. 0.  
At Boston—End of sixth—Philadelphia, 9; Boston, 3.  
At Milwaukee—End of fourth—Chicago, 2; Milwaukee, 1.  
At Cleveland—End of fourth—Cleveland, 0; Cleveland, 1.

## BRIGHTON BEACH RESULTS.

Sixth Race—Ondulais 1, McQuinn Prince 2, Goebel, 3.

## WINNERS AT WASHINGTON PARK.

Fourth Race—Alma Bain 1, The Lady 2, Montana 3.

## RESULTS AT DELMAR.

Fourth Race—Ida Ledford 1, Blink 2, Lee Bruno 3.

## STORM RACING OFF N. CAROLINA.

Wind Blowing 36 Miles and Shipping in Peril.

## BOY FIREBUGS BURNED SCHOOL

(Special to The Evening World.)  
ELIZABETH, July 10.—Four juvenile firebugs from Plainfield were arraigned in the Union County Court to-day for setting fire to St. Mary's Parochial School in that city.  
The prisoners were Thomas Murphy, aged eight; Willie Doyle, aged eleven; Charles Snyder, aged eight; and Adolphus Lewis, aged eleven.  
The firebugs set a quantity of cotton-balling, placed it in a waste-basket in the largest room of the school, poured a canful of kerosene oil over the cotton and ignited it.  
There was another of the gang, Patrick Snyder, who is only six, he was not arrested.

The Batting Order.  
New York: Van Halbe, cf.; Selbach, lf.; McBride, rf.; Davis, ss.; Gansel, lb.; Buelow, 3b.; Wren, 2b.; Bowerman, c.; Taylor, p.; Umpire—Behle.  
Cincinnati: Dobbie, cf.; Harley, lf.; Haberer, lb.; Crawford, rf.; Magoon, ss.; Pietz, 3b.; Irwin, 2b.; Bergen, c.; Hahn, p.

(Special to The Evening World.)  
LEAGUE PARK, CINCINNATI, O., July 10.—Pitcher William G. Mills, of Schenectady, N. Y., the new twirler signed by the New York Club, joined the team this morning. Mills is a wiry little fellow, about the size of Sammy Strang, and he comes well recommended by many good judges who have seen him perform on the slab. He has been with the Schenectady club of the New York State League, this year, winning sixteen games out of eighteen.

Mills is a right-hander, and he is said to be a cool, heady boxer, with an amazing variety of curves. Charley Hickman, who has seen him work, predicts that the little fellow will surely make good in the major league.

"I was a pitcher with the Boston Club in the spring of 1900," says Hickman. "Mills was only a kid then, but he was recommended to Manager Seale as a coming star, and he was taken South on the spring training trip. He had everything then, as well as great control."

"In practice the Boston players could not hit him at all. Mills contracted malaria fever in the South and had to quit. I think he will be a valuable man for New York, for the experience he has had since has probably improved him."

Mills will probably pitch one or two games during the balance of the trip. Eddie Doherty leaves to-night for New York. Manager Davis does not intend to carry more than four pitchers on the rest of the trip.

The Giants and Reds hooked up to-day for the final game of the series. Manager Davis before the game made a strong protest against the appearance of Substitute Umpire Behle, who robbed New York of yesterday's game.

Davis is determined to get an even break from the umpire during the balance of the trip, if such a thing is possible, and he has asked President Nick Young to send competent men to St. Louis and Chicago.

Charley Hickman had his feathered finger lanced this morning. When he

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## GIANTS IN ACTION ON THE FIELD.



NO. 11—HICKMAN.

## WILSON MAY GO TO PORTO RICO.

Good Thing for Brooklyn Postmaster to Make Way for Another.

Postmaster Wilson, of Brooklyn, it was stated this afternoon, would not be reappointed, as expected. The news came as a surprise, as Wilson is in good favor with President McKinley. However, it may mean that he will succeed Gov. Allen, of Porto Rico.

The forces working against the Postmaster have, it is claimed, been strengthened recently, and Senator Platt is credited with being anxious to have him out of the way locally, as he is a hard and independent fighter.

Republican Leader Roberts, of the Seventh Ward, is slated for the Postmastership.

Wilson's friends say that if he is not reappointed it will be because the President wants to send him to Porto Rico to succeed Governor-General Allen, who has announced his intention of returning to the United States and giving up his office.

## VICTORY FOR CHURCH.

No Taxation for Property of Free Church of St. Mary the Virgin.

In a decision handed down to-day by the Appellate Division of the Supreme Court it is held that no part of the church property of the free Church of St. Mary the Virgin, in West Forty-seventh street, is liable to taxation. The Tax Commissioners had assessed the clergy house, the mission house and the rectory, all of which are attached to the church building.

## "PRINCESS" DIVORCED.

Decree Issued Against Amanda, the Fortune-Teller.

The Princess Amanda, known in private life as Mrs. Viola A. Quinn, was to-day divorced from her husband, William J. Quinn, by a decree granted by Justice Truax in the Supreme Court, on account of her undue intimacy with a man named Shafer.

## FIRE LOSS \$2,000,000.

Sydney's Six Department Stores Burned.

SYDNEY, N. S. W., July 10.—Hordern's department stores, consisting of eight-story buildings, fronting on three streets, were practically destroyed by fire. The damage is estimated at over £2,000,000. The insurance amounts to £240,000, mostly in local companies.

## SEVEN KILLED IN BIG TRAIN WRECK.

Passenger and Freight on C. & A. Collide—Twenty-five Injured—Many Cars Burned Up.

KANSAS CITY, Mo., July 10.—South-bound passenger train No. 7 on the Chicago and Alton Railroad, from Chicago, crashed head-on into the second section of freight train No. 88 two miles west of Norton, Mo., to-day.

The trains collided while going at a good rate of speed. The engines were practically demolished, while the forward cars of the passenger train telescoped.

Nine persons are reported killed outright, two others are said to have been burned to death, four are believed to be under the wreckage and twenty-five others are reported injured.

At noon the following casualty list was received at the office of the superintendent of the Chicago and Alton Railroad, in this city:

## THE DEAD.

F. H. Briggs, Slater, Mo., engineer.

E. J. Anderson, Slater, Mo., engineer.

D. McAnnis, Slater, Mo., conductor of freight train.

L. Hoozer, Chicago, baggage-man.

Three passengers, believed to be women, names unknown.

## THE INJURED.

C. Bray, Chicago, salesman, on route to Denver, bruised about head.

## NOTED OUTLAWS PARDONED.

Younger Boys Go Free After Twenty-five Years in Jail.

ST. PAUL, Minn., July 10.—The State Pardon Board to-day approved the pardon of Cole and James Younger, who have been in the Stillwater penitentiary twenty-five years for complicity in robbery and murder during the raid of the James gang on the Northfield, Minn., bank.

The Youngers are Missourians and were members of the James Boys Gang. They have always claimed that they had no part in the murder of the cashier of the Northfield Bank.

Pullman Vestibule Compartment Car from New York to Pittsburg via Pennsylvania Railroad train leaving West Twenty-third Street Station at 8:25 P. M. today.

Miss Clara Golden, Topeka, Ind., right hip hurt.

Miss Clara A. Nelson, Topeka, Ind., slightly cut on head.

George B. Hill, Gilliam, Mo., had cut on knee.

George Adams, colored, New Frankfort, Mo., hurt on side.

Joseph Whittle, Gilliam, Mo., cut on left arm, leg sprained.

Mrs. Zola Harry, Hoopston, Ill., scalded; not serious.

Dr. J. S. Aditt, Hoopston, Ill., hands badly scalded, head slightly.

Mrs. J. S. Aditt, Hoopston, Ill., scalded.

Sidney Jones, Kansas City, scalded about head and body.

Gus Williams, colored, New Orleans, porter.

Mrs. C. W. Snyder, Jasper, N. Y., hands and face badly scalded.

Mrs. Frances Walker, Flatbush, Brooklyn, face, breast and hands badly scalded; inhaled steam.

Mrs. Lottie L. Still, 16 East avenue, Hornellville, N. Y., face and arms scalded.

G. H. Dixon, Fairbury, face bruised, both legs scalded; not serious; was in smoking-car.

Prof. S. A. D. Harry, Superintendent Public Schools, Hoopston, Ill., hands badly scalded, face slightly; artery in arm broken.

Mrs. S. A. D. Harry, scalded about head, arms and chest.

## STREET SIGN OPINION.

Owners of Houses Cannot Be Compelled to Put Signs Up.

Corporation Counsel Whalen wrote an opinion to-day in which he said that the owners of houses on street corners could not be compelled to place signs on their buildings indicating the names of streets or avenues they abut. He also said that he did not believe such signs could be affixed to houses without the consent of the owners.

## WEATHER FORECAST.

Probably showers to-night; showers Thursday; fresh north winds.

## NEW BOAT LEADS TO OUTER MARK.

### THE START (OFFICIAL).

Constitution ..... 12:55.00  
Columbia ..... 12:55.05  
Independence ..... 12:55.07

### BATEMAN'S POINT, July 10.—The

Constitution led Columbia and Independence on the run to the outer mark. The wind was fluky and there was no means of telling just how long it would take the big boats to round it and run home.

The Constitution, as on the two previous race days, gained steadily after the start, while Lawson's Independence dropped back as usual.

At 4 o'clock the wind freshened a bit, promising a finish before the expiration of the time limit.

BATEMAN'S POINT, R. I., July 10.—The broad expanse of the ocean off the entrance of Narragansett Bay seems in danger of losing its reputation as an ideal spot for yacht racing, for when the three so-far cup defender aspirants, Constitution, Columbia and Independence, came out of Newport Harbor to-day for a third contest in the Newport Yacht Racing Association series they found the wind even lighter than on the two previous days, while the long roll which has played such an important part in holding the Independence back still continued.

The committee waited until 12:30, when the wind shifted to southward and breezed up to about five knots. The course signals for a fifteen-knot beat

## Lawson's Independence, Last Again at Start, Soon Dropped Behind Herreshoff Yachts—Wind Was Fluky.

to windward, due south and return, were hoisted at 12:35, and at 12:45 the warning gun was fired. The maneuvering for position began at once, all three yachts holding up to the windward side of the lightskip, which marked the right hand side of the starting line, and just before the starting signal was given all three boats headed around the stern of the lightskip.

The Independence apparently led across the line, with the Constitution a trifle astern, but a little to windward, and the Columbia in the relative position to the Constitution. All three yachts crossed on the starboard tack, the time as seen from shore being as follows:

Independence, 12:55.18; Constitution, 12:55.22; Columbia, 12:55.25.

Immediately after crossing the line the Independence was given a good full, no attempt being made to point up with the two Herreshoff boats, although in the first five minutes of sailing it seemed that the Boston boat footed a little faster than the other two yachts. But she constantly sagged off to leeward,

### The Constitution did not appear to pull

out very much on the Columbia.

### Independence Dropped Back.

At 1:08 the Columbia stood to port, but the Constitution took on until 1:09:30 before following her, while the Independence did not tack until 1:11. At that time the Independence appeared to have dropped off badly and seemed to be a quarter of a mile astern of the Constitution and a little to leeward.

The wind began to increase after the yachts had sailed about two miles, and at 1:25 was blowing about seven knots. At 1:15 all three yachts were standing out to sea on the port tack, the Constitution out ahead of the Independence, but seemingly to leeward, while the Independence apparently was a quarter of a mile dead astern of the Constitution.

Continuing out, the boats became more wind, and for the first time during a race the Independence appeared to be settling somewhere near her lines, well heeled down.

At 1:30 P. M. the yachts disappeared in the fog, but a first eight-knot breeze was blowing, indicating that the race would be sailed in fast time. At the end of the first hour's sailing to-day the Constitution was leading her two rivals, the Columbia by fully a quarter of a mile and the Independence half a mile. The boats were beating to the outer mark in a seven-knot breeze, enveloped in a thick fog.

### DROWNED FROM A SCOW.

Andrew Mumford, while working on a scow moored at One Hundred and Fifty-second street and North River to-day, fell overboard and was drowned.

Mumford, who was thirty-five years old and captain of the scow, was No. 12 Columbia street, Brooklyn.